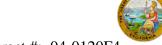
DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials Quality Assurance and Source Inspection

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Contract #: 04-0120F4

Cty: <u>SF/ALA</u> Rte: <u>80</u> PM: <u>13.2/13.9</u>

File #: 69.12

DAILY PROJECT JOURNAL

Prime Contractor: American Bridge/Fluor Enterprises, a JV Report No: DPJ-000461 **Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island Dated: 19-Nov-2007

Location: Changxing Island, Shanghai, China

Submittals(New / Total): CWR's: 0 / 47 HSR's: 0 / 10 NCR's: 0 / 13				
Item	Title	Detail		
1	Other important observations	At approximately 0830 hours	s I went on a shop w	valkthrough with Pete
		Siegenthaler, Jason Tom, Ke	Siegenthaler, Jason Tom, Keith Devonport, and Alistair Melville. During	
		the walkthrough we observed	he walkthrough we observed the following: 1) The closed rib weld trial	
		where we noted that the mass	tic had been applied	for for future leak testing
		2) tower mock-up fabricatio	n where we witness	ed ZPMC working on the
		longitudinal stiffener welds f	for the 89-m mock-u	p 3) plate cutting for the
		OBG bottom plate T-stiffene	er diaphragms.	
2	Meetings attended	At 1000 hours I attended the Fabrication Update Brief. The following were		
		the highlights of the discussi-	on: 1) Closed Rib	UT Procedure: this must be
		completed before the weld tr	ials can move forwa	ard, ABF/ZPMC has
		received the calibration block	ks and METS estimates	ated a minimum of 3 weeks
		until the UT Procedure was r	ready. 2) Closed Ri	ib Weld Trials: ABF and
		CT to meet today to discuss	a path forward regai	rding the differences found
		between the METS inspection	on of the weld trial a	nd the ABF/ZPMC
		inspection. This meeting will	ll be today at 1230 h	ours. 3) Deck Panel
		Fabrication: Construction is	concerned that ZPN	AC is not using the template
		to check the T-stiffeners; this	s will be addressed i	n the issues with ABF
		meeting this afternoon. 4) T	Cower Mock-Up: It	was discussed that ZPMC
		may not be following the Fal	orication and Weldin	ng Sequence for welding the
		longitudinal stiffeners after t	hey made modificat	ions to their welding
		procedure. This will be addr	ressed in the issues r	neeting with ABF this
		afternoon.		
3	Meetings attended At 1230 hours I attende		meeting to discuss	the Closed Rib Weld Trial
		inspection results. Meeting a	attendees were: Dav	ve Williams, Peter Ferguson,
		Keith Devonport, Jason Ton	n, Art Peterson, Cra	ig Knops, Pete Siegenthaler,
		and David McClary. ABF st	ated they believe th	at ABF and CT agree
		regarding the definition and	method of measurer	ment of all defects other
		than overlap; however, there	are some difference	es in opinion regarding how
		the lengths of the defects we	re measured. ABF i	is currently putting their
		data in the same format as th	e CT data in order to	o more easily do a

DAILY PROJECT JOURNAL

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comparative analysis between the two sets of data. ABF and CT also agreed
to cut and macro-etch one of the welds to possible help resolve the dispute
regarding "overlap" versus "excessive convexity". The samples will be
selected tomorrow with both ABF and CT present. CT stated they would
like to have the macro-etch samples ready so the group could meet to
discuss them as soon as possible (CT wanted to meet before next Monday).
At 1330 hours I attended the Daily Issues Meeting. The meeting attendees
were numerous and have been recorded in the meeting minutes by METS.
The following items were discussed: 1) ZPMC requested a green tag
inspection of the OBG flange plates to Wuxi in order to be heated and bent;
ZPMC indicated this material would not be bent at Changxing Island 2)
ZPMC asked about 3 new CWR's for base metal cracks on the OBG
T-stiffener welds; CT stated they had not received these CWR's as of this
date, ABF to look into why these have not been transmitted to the
Department 3) ZPMC stated they have SPCM material (OBG bottom plate
- 22mm) which is being used in production but has not been check sampled
and tested. After a long discussion, ZPMC stated they have 2 more plates
from the same heat and thickness which have not been cut and requested to
take the check samples from these plates. METS agreed this would be
appropriate and would need to verify the heat numbers of the cut plates and

raw plates, 4) CT asked about the schedule for the machining of the 89-m diaphragm assembly, ZPMC did not know during the meeting but indicated

Inspected By:	Smith,Ryan	Quality Assurance Inspector
Reviewed By:	Lowry,Patrick	QA Reviewer

they would forward this information to CT tomorrow.

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Meetings attended